THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) No, Sir.

(b) The work is targetted to be completed by December 1994.

Railway Link to Arunachal Pradesh

1938. SHRI NURUL ISLAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a proposal for the extension of broadgauge line upto Arunachal Pradesh; and

(b) if so, the details thereof and the time by which this work will be started?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) No, Sir.

(b) Does not arise.

Contracts of Stalls to Unemployed Graduates

1939. SHRI NURUL ISLAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government propose to give priority to the young unemployed graduates in giving contracts of catering, vending and bookstalls under self-employment policy;

(b) if so, the number of such contracts given on stations in North Eastern region;

(c) whether the Government propose to formulate any new policy in order to give encouragement to the young unemployed graduates; and

(d) if so, the details thereof and the number of such requests pending with the Railways including that of Rewari Station?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) As per existing policy all new bookstall contracts have been reserved for unemployed graduates, their co-operatives, associations, etc. and co-operative societies of actual workers and vendors. In case of catering/vending contracts, there is no such reservation for unemployed graduates.

(b) Nine

(c) and (d) There is no proposal at present to change the policy. Moreover, no such list of pending requests for allotment of contracts is maintained. Only the applications received in response to Railway's advertisement are considered for allotment of contracts.

Conversion of Manmad-Adilabad and Miraj-Latur Lines

1940. SHRI ANNA JOSHI: Will the Minister of RAILWAYS be pleased to state:

(a) the progress made so far in the conversion of Manmad-Aurangabad-Parli Vaijnath upto Adilabad, and Miraj-Latur narrow gauge railway lines into broad gauge; and

(b) when these projects are likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) The progress made in the gauge conversion work is as under:—

	Name of the Project	*%age progress as on 30-6-91*
(1)	Conversion of Manmad-Parbhani-Parli Vaijnath (354 km) (work of Phase-I viz. Manmad-Aurangabad (114 km) taken up.	77.4%(Ph. I)
(2)	Conversion of Parbhani-Purna, Mudkhed-Adilabad MG to BG & parallel BG line between Purna and Mudkhed.	17%
(3)	Conversion of Miraj-Latur NG to BG is not a sanctioned work.	

(b) In order to meet the transportation needs of coal from Wardha Valley to Parli Vaijnath Thermal Power Station, the above projects have been phased in the following manner:—

Phase I	Manmad-Aurangabad
Phase II	Adilabad-Mudkhed-Parbhani-Parli Vaijnath.
Phase III	Aurangabad-Parbhani.

The work on Phase I is targetted for completion in 1991-92 and is in final stages. The work on Phase-II has also been commenced in stretches. The work on Phase III viz., Aurangabad-Parbhani will be started after the work on Phase II has been sufficiently progressed. For the work of Phases II & III completion dates have not yet been fixed and would depend on the availability of resources in the coming years.

Bridge of Borivali station

1941. SHRI RAM NAIK: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are aware that it is necessary to construct an overbridge from platform Nos. 1 to 6 so that the commuters can move from platform No. 1 to board the State Transport Buses on the east side;

(b) if so, whether the construction of overbridge has been included in the Annual Plan for Borivali Station, if so, for which year; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes, Sir.

(b) Work for construction of overbridge was included in Railway's Works Programme of 1989-90.

(c) Does not arise.

Interruption in power supply at Sahar Airport, Bombay

1942. SHRI RAM NAIK:
SHRI PRAKASHBAPU VASANTRAO PATIL:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether on the night of June 22, 1991 the Sahar Airport at Bombay experienced interruptions in power supply twice throwing the entire airport into darkness;

(b) whether any announcements were made to guide the passengers during the period of darkness;

(c) if not, the reasons therefor;

(d) whether there is no standby arrangements for such an emergency; and

(e) if not, the steps taken/proposed to be taken to ensure adequate care during the power breakdowns at Sahar and other airports?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) Yes, Sir. There was power supply failure at Bombay Airport Terminal II (Sahar Airport) on the night of 22nd/23rd June, 1991 due to faults in the domestic power line.

(b) and (c) Since there was no power supply available even for the emergency public address system during the 20 mts. of power failure in Terminal II, no announcement could be made in this area.

(d) There are 3 standby generators provided at Terminal 2A and 3 at Terminal 2B.

(e) The following steps have been taken to ensure adequate care during power breakdown:—

(i) All the equipments have since been thoroughly re-calibrated and services have been restored to normal position.